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COUNTRY East Germany

REPORT

TOPIC Neuruppin Airfield

618907

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 15 March 1954

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Neuruppin airfield between 7 and 22 February 1954: 25X1

7 February. No air activity was observed. There was a closed ceiling at an altitude of 600 to 700 meters. Sixteen MiG-15s or U-MiG-15s and 1 single-engine monoplane and the alert flight of 4 MiG-15s were parked at the field.

8 February. There was no flying. It snowed lightly.

9 February. Between 10 a.m. and 3 p.m., 2 Po-2s made local flights. There was a 5/10 overcast with intermittent snow showers. Flying was discontinued when it snowed.

10 February. There was no flying during daytime. Between 6 p.m. and 8 p.m., Po-2s practiced flying.

11 February. Between noon and 3 p.m., 3 Po-2s made local flights. The weather was partly cloudy.

13 February. No flying was observed. The weather was fair.

15 and 16 February. No flying was observed. There was a closed ceiling.

17 February. At 12:50 p.m., a U-MiG-15 towing an air sleeve and a MiG-15 took off. About 2:15 p.m., take-offs were again observed. There were no air-to-air firing practices.

18, 19 and 20 February. Air activity was conducted but no details were observed. The degree of cloudiness varied from 1/10 to 6/10 at an altitude of about 800 meters.

21 February. About 10:30 a.m., an alert flight of 4 MiG-15s with auxiliary fuel tanks and another 18 to 20 MiG-15s were parked in front of the hangars.

22 February. At noon, a formation of 3 swept-back jet fighters took off. At the same time individual MiG-15s or U-MiG-15s were seen aloft. 1

2. In the afternoon on 13 February, about 85 flying personnel were seen proceeding in groups to the baths. At noon on 15 February, 15 Soviet sedans and trucks drove up to the Schlossgarten restaurant the entrance of which was for the first time guarded by a double-sentry. Truck [] proceeded to the field. 2 25X1

3. Requisition papers which were made out after the arrival of officer dependents in early February by the air unit stationed at the Schuetzenhaus in Neuruppin were sent to a construction agency [] Chief of the unit was air force Lieutenant Colonel Dyachik (fnu), while air force Lieutenant Shkudnikov (fnu) was supply officer. The unit had an estimated strength of 40 to 50 men. The unit predominantly communicated with the Soviet Army division in Neuruppin and only to a small extent with the airfield. Upon request to submit its requisitions through the superior air force headquarters in Neuruppin the unit replied that it was independent and not assigned to any other unit in Neuruppin. 3 25X1

25 YEAR RE-REVIEW

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25X1

-2-

4. The one-mast radio installation in the Neuruppin Stadtpark was still observed near Holzhof from where it was supplied with current. The radio installation was surrounded by a barbed-wire fence. A total of 507 kWh of electricity were consumed by the installation in January 1954. A total of 2,884 kWh of electricity were consumed by the radio installation in Nietwerder during the same period. As compared with previous months consumption of electricity by the latter installation increased considerably. On 6 February, the installation was occupied by 8 men led by a senior lieutenant. 4
5. The following air activity and aircraft were observed at the field between 11 and 25 February:
 - 11 February. No flying by swept-back jet fighters was observed. There was a closed ceiling.
 - 12 February. Between 9:20 a.m. and 11 a.m., flights of 25 to 35 minutes duration were made in or above the clouds. There was a closed ceiling at an altitude of about 400 meters.
 - 13 to 16 February. There was no flying. Weather was overcast with intermittent snowfall.
 - 17 February. Between 8:30 a.m. and 9:20 a.m., one Po-2 was seen aloft. There was a closed ceiling.
 - 18 February. Throughout the day, Po-2s practiced take-offs and landings. The weather was clear.
 - 19 to 25 February. Swept-back jet fighters practiced flying. No details were observed.
6. During the reported period, the runway and taxiways were clear of ice and snow.
7. On 15 February, [] the temporary building just southwest of Klappgraben measured 4 x 4 meters. A mast, 4 to 5 meters high was observed at the northeastern corner of the building. The mast tapered off slightly toward its top on which a red drum-like device with a diameter of about 30 cm and a length of about 60 cm was fitted. No wires or insulators were observed on the mast. The temporary building was guarded by two dogs. 5 25X1
8. By 15 February, the former gap in the fence in the western extension of the runway had been closed with barbed-wire. A sentry with carbine was posted behind the wire fence in the southwestern corner.
9. On 18 February, an employee of the municipal housing control board in Neuruppin stated that a commission including two Soviet officers would soon inspect apartments in Neuruppin because 400 apartments were to be requisitioned for the Soviets. Two hundred of the apartments would have to be vacated in the near future, the remainder at a later date. German occupants of the apartments were to be assigned apartments vacated by refugees.
10. Trucks [] were identified in town. 25X1
11. The following air activity was observed at the field between 11 and 21 February:
 - 11 February. No flying was observed during daytime. The weather was hazy. About 5:30 p.m., 2 Po-2s landed.
 - 12 February. At 10:15 a.m., one Po-2 landed. Between 11:30 a.m. and 12:30 p.m. and between 2:15 p.m. and 3:10 p.m., Po-2s made local flights. There was a closed ceiling.
 - 13 February. At 1:10 p.m., a Po-2 landed. The aircraft took off again at 2 p.m. The weather was hazy.
 - 14 February. No flying was observed. There was a 7/10 to 10/10 overcast with intermittent light snowfalls.
 - 15 February. At 1:15 p.m., a Po-2 landed and took off again at 2:20 p.m. No more flying was observed. There was a closed ceiling.
 - 16 February. No flying was observed. There was a closed ceiling and snowfall.
 - 17 February. At 9:20 a.m., a Po-2 landed. There was a 10/10 degree of cloudiness which decreased later on. At 11:15 a.m., 4 MiG-15s or U-MiG-15s took off, assembled in formation and flew out of sight. At 11:30 a.m., 4 other MiG-15s or U-MiG-15s took off and, flying in formation, disappeared out of sight. At 12:30 p.m., a U-MiG-15 towing an air sleeve and later 3 MiG-15s took off. The U-MiG-15 circled the field at an altitude of about 500 meters and landed again after releasing the sleeve target over the field. The three MiG-15s climbed to an altitude of about 2,000 meters and subsequently practiced diving attacks on the radar set at the southern edge of the field. In the early afternoon flying by swept-back jet fighters was also observed.

-3-

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25X1

21 February. No flying was observed. There was a 2/10 overcast. ¹

12. Ice which had formed on the runway was melted with cattle salt, spread from fertilizer distributors attached to trucks. The MiG-15s or U-MiG-15s parked in front of the hangars were always covered with tarpaulins from which the snow was removed every morning. The aircraft of the alert flight were never covered with tarpaulins.

1. Comment. Compared with the heavy air activity observed around late January 1954, relatively little flying was done during the reported period. The field still appears to be occupied by a fighter regiment.

25X1

2. Comment. The Schlossgarten restaurant quarters a Soviet Army unit.

3. Comment. Previous information indicates that this unit is closely connected with the Hq Second Gds Mech Army in Fuerstenberg, to which it would send vouchers. In view of the intensive air activity by Po-2s which has been continuously observed at Neuruppin airfield and occasionally also at the sodded auxiliary airfield at Bechlin located to the south of Neuruppin, it may be assumed that this small air force unit is a courier and liaison squadron of the army headquarters in Fuerstenberg. This assumption is supported by the fact that similar observations were made at Dresden-Klotzsche airfield where a liaison squadron of the First Gds Mech Army is stationed.

25X1

the number of Po-2s observed at Neuruppin thus exceeds by three the number of Po-2s observed with other regiments. The three Po-2s in excess of the standard Po-2 equipment may belong to the liaison squadron.

25X1

4. Comment. This radio installation is the inner and outer low frequency approach beacon.

5. Comment. The purpose of this mast cannot be determined from the scanty description given

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